

TONOPAH DAILY BONANZA

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BRINGING IN BUYERS

At last the railroad administration has concluded has concluded to initiate a common sense plan of developing passenger business in the west by offering attractive rates to stimulate travel in this direction. Ever since the transportation lines were taken over by the government every effort has been centered on suppressing the desire for travel and blocking passenger traffic for the purpose of leaving rolling stock and equipment available for handling large bodies of troops. Now that the war is over and the pressure of returning soldiers is nearing a termination it has been decided to start a campaign of advertising with the idea of bringing back business to the former channels. De Luxe trains, extra accommodations and all the luxuries of travel will be restored while the penalties of war assessments on Pullman tickets will be taken off and encouragement lent to the man and woman with money who feels a desire to visit the Pacific coast during the summer. The old one and one-third rate from St. Louis and Chicago gateways will be put back on the board and the administration will begin advertising the fact so that by the middle of summer the westward wave of humanity will be rolling towards the Pacific. The rate of one and one-third fare for the round trip from mid-west points means that the present exorbitant charges will be reduced virtually three-fourths of the war rates which were enacted as a prohibitory measure.

No passports will be granted for European travel for another year so that those who usually go abroad will turn their heads towards the Pacific coast with a view to taking in the wonders of the Rockies, Sierras, the beaches of California, the great national parks and the big trees which, it is predicted will be the heaviest passenger movement in years. In view of the demand of the people for rest and relaxation after the strain of war, railroad officials predict the heaviest passenger movement since 1915 which reaches the peak of travel with the exposition at San Diego and San Francisco as the magnets. For the first time since the government took over the railroads, a campaign of advertising will begin on the following lines announced by the railroad administration:

Walker D. Hines, director general of railroads, announced today the intention of the railroads under federal control to engage in a limited advertising campaign in newspapers and national magazines for the purpose of promoting travel to the national parks and the principal health and pleasure resorts. This campaign, which will be nation-wide in its scope, will be supervised in every detail by three commercial and passenger traffic officials located in Chicago, New York and Atlanta, respectively.

Here is the keynote of a movement which should receive the immediate attention of those who are interested in mining camps of southern Nevada. They should take steps at once to see that this section is not overlooked in the bestowal of favors. The matter should be taken up at once with that object of presenting the subject in the proper light to the right agency. Reasonable excursion rates off the main lines of travel on the Southern Pacific, Santa Fe and San Pedro lines should result in bringing thousands of strangers within our gates. These visitors would be delighted to have an opportunity to visualize the scenes and excitement of a real mining boom and they should not be deprived of the chance through the prevalence of excessive rates from Hazen, Ludlow and Cruver. Three months from now everybody with a touch of real red blood in his system will want to come to Tonopah and Divide City and the way should be paved by taking the preliminary steps to secure the issuance of the proper rate cards. The matter could be placed before the respective officers of the Tonopah & Goldfield and the Tonopah & Tidewater railroads who would be only too glad of a chance to stimulate business over the lines. This is the time to act. Don't wait until the movement is on and travelers complain of the high cost of coming to Tonopah but take the problem up and submit the proper representations to the powers that control the railroad administration and watch for the smoke of approaching trains.

BREAKING UNDER THE STRAIN

SAN FRANCISCO broke down under the strain of investment and speculative buying of Divide stocks. The collapse was as complete as the prostration that palsied the nerves of the war department when hostilities caught us napping. The rush of business was too much. The pressure was so great that it is credibly reported that several speedy flyers on the San Francisco stock exchange succumbed to the strain and took to their beds rather than delay the rest until they had to go to some soporific resort free from the intoxication of Divide stocks. Rather than invite another week of the nerve racking experience of the past seven days the brokers of San Francisco fell back on their rights by declaring a half holiday every day until they recovered their physical equilibrium to keep up with the deadly pace set by southern Nevada. Under the circumstances the question is asked why should the people of Tonopah go to San Francisco for the purpose of trading when they can keep the business at home and transact it with greater celerity and economy than by building up the Western Union and a lot of outside brokers. The issue might as well be faced now as later. The speculation engendered by the spectacular developments on the Divide cannot be satisfied through the slow process of dealing with a distant market where the brokers have not the staying powers to qualify for this business which is growing every day. Sessions of two hours a day will throttle the movement so auspiciously begun. Tonopah is the legitimate center of operations and here is where we should have a stock exchange in which our own brokers and buyers and sellers could participate. It may be either an open board or one restricting the trading to members but there must be a more satisfactory adjustment than that which

San Francisco offers. Tonopah has the men, money and nerve for handling the business. Trading is at its beginning. Every day strong and active companies are added to the list. Orders for stock pour in from all quarters of the universe and the citizens of Tonopah should act quickly if they want to retain their share of the profits rather than see them permanently diverted to other centers. The brokerage element was one of the important elements in building up Goldfield. They were the men who spent their money liberally, they had the best homes in the camp and their domestic requirements brought into existence dozens of mercantile establishments that rivaled the best to be found in any metropolis. This is the best form of home protection. Keep the commissions here where they belong with the profits and do not continue to build up the San Francisco stock exchange which cannot accommodate the trading offered by the people of southern Nevada.

UNCLE SAM FURNISHED SPRUCE FOR AIRPLANES TO WHOLE WORLD

(By Associated Press)

PORTLAND, Ore., March 31.—A statement covering operations and costs of the spruce production division was made public today by General Price D. Disque, just prior to his relinquishment of the division and resigning as president of the Spruce Production Corporation. General Disque tells in detail of the development and organization of the division which was to increase the monthly production of material from 3,000,000 to 10,000,000 feet at once. The principal reasons for forming the corporation, as given by General Disque were:

First—About 65 per cent of the production of aircraft lumber was allocated to Great Britain, France and Italy and it seemed only equitable that they should bear that part of the expense necessary to build the mills and railroads required.

Second—We were actually carrying on a great industrial enterprise and required the freedom of action usually found in a business concern and almost impossible under war department regulations.

We provided in this way for our allies to assist in the capital expenditures before they were made rather than doing it after development, through paying for lumber, the sales price of which included amortization of capital expenditures on a basis of complete amortization in ten months after completion.

Because of the importance of the lumber industry in the Pacific northwest there has been a great volume of discussion regarding the operation of it has come from people and costs of this organization, totally ignorant of our problems, methods, or other facts.

It is appropriate, therefore, to refer to the quantity of production and cost of some in this summary. The

BRILLIANT SHORT STOP

(By Associated Press)

ST. LOUIS, Mo., March 31.—Eugene Robertson, a 19-year-old semipro whose brilliant work as a short-stop stamped him as a "find," will be given a trial with the St. Louis Americans this season. Robertson is a former high school star. He declined an offer from the Kansas City club of the American association.

Really the undertakers ought to be willing to pay the inventor of the George Walrus a royalty.

The Germans will give up their merchant ships. Very well; let them sign on the dotted line here.

With national prohibition, what is to become of the bowling teams

Mark-Lally Co.

Steam and Plumbing Supplies
Pipe and Casings

Stock at hand ready for immediate shipment in all branch stores:

Oakland San Jose
Stockton Fresno

Catalogue on request

MARK-LALLY CO.

235-249 Second Street
65-99 Tehama Street
SAN FRANCISCO

BASEBALL SALARY LIMIT PUT AT \$4,000 MONTH

(By Associated Press)

KANSAS CITY, March 31.—In order to keep within the salary limit of \$4,000 a month for the teams in the American association, George Muehlebach, president of the Kansas City club, has decided to start the

season with fifteen instead of the sixteen players allowed by the rules of the association. What the sixteenth man would cost will be decided among the fifteen players.

Further than to say that several of his prospects had signed since he had decided to reduce his player limit with corresponding increase in pay, President Muehlebach declined to give much information as to the personnel of the club for this year. The blues will train at home, and reported nine days earlier than the date originally set, to prepare for some exhibition games played here. Among those scheduled are: Cincinnati, April 12 and 13; Chicago National, April 19 and 20. A trip to a trip through the northern half of the Western league circuit is planned but the only dates made are for those at Tulsa, April 5 and 6.

FRESH PORK

Wholesale and Retail Suckling Pigs, any age, delivered at your door.

Victor Lambertucci Farm
P. O. Box 716 Phone 1624

Get your shoes resoled with

Kory Krome

Wears longer than nails.

Try Our Repair Department

St. Pierre's Bootery

Men's Shoes, \$4, \$5, \$6, \$7, \$8 to \$12

Tonopah & Tidewater RAILROAD

Leave Goldfield 10:30 a. m. Monday, Thursday, Saturday.
Arrive Los Angeles 8:20 a. m. Tuesday, Friday, Sunday.
Connections at Ludlow for Arizona and Southwest. Standard sleepers leave Beatty Monday and Thursday for Los Angeles. Leave Los Angeles Tuesday and Saturday.

For Fine Roast Meat or a Delicatessen

Sandwich

go to the

C. & F. BAR

Fresh Cottage Cheese Always on Hand, 40c per pound
Buttermilk by the Bottle

Reduced Rates

For Cooking and Heating Service

Effective March 1st, 1919

For the first 50 k.w.h. per month @ 5c per k.w.h.

For the next 50 k.w.h. per month @ 4c per k.w.h.

In excess of 100 k.w.h. per month @ 3c per k.w.h.

The Nevada-California Power Co.

TONOPAH & GOLDFIELD RAILROAD

Train 22 leaves 9:30 a. m. Week Days
Train 24 arrives 6:05 a. m.

Effective March 23rd, 1919.

Train 23 leaves 9:25 a. m. Sundays
Train 24 arrives 5:00 a. m.

Nevada First National Bank of Tonopah

CAPITAL, \$100,000

THE TONOPAH BANKING CORPORATION

The Liberty Bond is Uncle Sam's Promise to Pay and He is Worth \$250,000,000,000

DIRECTORS—George Wingfield, H. C. Brounger, W. M. Doyle, Hugh H. Brown, Clyde A. Heller, J. B. Humphrey, E. W. BLAIR, Cashier.

Manhattan Trading & Transfer Co.

(Incorporated)
LIGHT AND HEAVY HAULING
To any place, by the day or by the ton. We have several large teams and freight outfits and are able to handle any size job promptly. We solicit an opportunity to submit bids on any work in our line. Telephone Baldwin Station, Manhattan, Nev. or address P. O. Box 318, Manhattan, Nev.

Outfit for the Hills

PICKS, SHOVELS, DRILL STEEL, POWDER, CAPS, FUSE, SINGLE AND DOUBLE JACKS, ALL MANNER OF COOKING UTENSILS, FORGES, MORTARS AND PESTLES, GOLD PANS, ETC.

TONOPAH HARDWARE CO.

NEW TODAY

WRIGLEY'S

Helps teeth, breath, appetite, digestion

HERMETICALLY sealed in its wax-wrapped package, airtight, impurity proof—

WRIGLEY'S

is hygienic and wholesome. The goody that's good for young and old.

The Flavor Lasts

Be sure to get WRIGLEY'S Look for the name

TONOPAH CLUB

Headquarters for All Sporting Events

If he is in town you will find him here

TONOPAH CLUB

J. C. McKAY and ED. UREN, Proprietors